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Public School Battalion.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
entirely limited to Public School or
University men and who will serve
together as a Unit.
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Applicants desiring to enrol should
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ROYAL NAVAL DIVISION,
5, 7 and 8, Old Ford Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1887.

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號三十三百八千七萬一第

日四十月五年卯乙

HONGKONG, SATURDAY, JUNE 26TH, 1915.

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號六十二月六年四國民華中

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A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

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Tel. Address: "VICTORIA."

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P. O. FEUSTER, Manager.

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THE MANAGER.

Macao, 1st June, 1915.

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Hongkong, 12th June, 1915.

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MOUTRIE'S.

[31-6]

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APPLIANCES FOR THE PROMPT PRODUCTION OF

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ASAHI BEER.

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THERE IS NO BETTER OIL THAN

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KUI YICK & Co.,

73, Queen's Road West.

Hongkong, 7th June, 1915. [642]

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GRACA & CO.

No. 11A, CAINE ROAD.

Hongkong, 23rd June, 1915. [465]

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BY popular English Manufacturers.

In all Bore and Size.

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Hongkong, 4th February, 1915. [509]

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Hongkong, 4th February, 1915. [516]

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Organs in either sex. These
famous Pills also cure Gravel,
Pains in the Back, and all
Kidney Disorders. Free from
mercury. Forty years' suc-
cess. Sold by all Chemists
and Storekeepers throughout
the world.

A MAD ELEPHANT
crushing out a man's life with its huge
foot would not be more terrible than the
cruel demon Rheumatism—Rheumatism
that cripples the limbs, weakens the
muscles and crushes all comfort, peace
and hope by its horrible pains.
LITTLE'S ORIENTAL BALM cures
Rheumatism. Its phenomenal success is
a matter of record the world over. Just
rub it into the aching parts—apply it
where the pain is and the pain goes.
You owe it to yourself, to your family,
to shake off the grip of Rheumatism and
be well. So send for a bottle of Little's
Oriental Balm at once.
Sold at 1s. 4d. per bottle.
Agents for Hongkong:—
Messrs. A. S. Watson & Co., Ltd.
[414-14]

PART PLAYED BY BRITISH
FLEET AT TSINGTAU.

FIRST AUTHORITATIVE ACCOUNT
PUBLISHED.

WORK DONE BY GOOD SHIP
"TRIUMPH."

[BY A NAVAL CORRESPONDENT IN THE
"N. C. DAILY NEWS."]

The following is the first authoritative
account which has yet been published of
the work done by the British fleet at
Tsingtao. It fills in many gaps in our
knowledge of the siege and is a document
of first-class historical importance.

The blockade of Tsingtao was estab-
lished on August 24th, and the landing of the
Japanese Army was commenced on Sep-
tember 2nd, at Lungkow, to the westward
of Chefoo, whence a fairly level plain
extends to the town of the German terri-
tory. On September 10th, the *Triumph*,
then at Weihaiwei, received instructions
by wireless to join up with the Japanese
Navy forthwith, together with the *Usk*, to
take part in these operations. The ship at
the time was at sea carrying out gunnery
practices, and returned at once to Weihai-
wei, coaled all night and proceeded on
September 11th for Tsingtao, arriving off
the Island of Chialientao on the morning
of September 12th. Off the Chialientao
was the *Suwa*, flagship of Vice-Admiral
Kato, Commander-in-Chief of the 2nd
Squadron, with the *Yakuro*.

A conference of Allied Captains was
held on board the Japanese flagship and
the system of patrols set out. On the
arrival (September 13th) of Admiral
Tuchinai in H.L.M.S. *Tuam* with auxi-
liaries, which included a large repair ship,
the *Triumph* and *Usk* were ordered to act
under his direct command.

During the blockade of Tsingtao the
British ships confined to the movements
of the Japanese ships, taking part in all
the operations and being based on Weihai-
wei (except in the case of emergency) for
coal and supplies. During this time in
accordance with orders received from the
C. in C., four maxims were prepared to
fire vertically and two companies of men
trained for defence against aerial attack.

The work for mounting one of the 6
pdr. was also commenced and sweeping
practices carried out.

On September 15th the *Triumph* and
Usk left to convey the G. C. and Staff,
together with the 24th Regiment from
Taku Bar to Laoshan Bay. On Septem-
ber 20th they called at Weihaiwei with
transports, which embarked 250 mules,
sailing for Laoshan Bay on the 21st, where
they were met by a Japanese destroyer
which led the British ships into the an-
chorage through the sweep area. The
British troops were landed on September
23rd in the *Triumph* and Japanese boats,
and the following is a general description
of the landing place in Laoshan Bay and
arrangements made by the Japanese.

LANDING IN LAOSHAN BAY.

A broad flat shelving beach with a fair
rise and fall of tide and deep water close
to, sheltered from the north and west,
provided a splendid landing place with
plenty of inshore room for parking guns,
excessing horses, storing ammunition
and fodder, and laying sidings for a light
railway. A very fair road (as roads go
in China) leads inland to the mountain
passes. The first pier to be built was a
floating one by the Navy, and this lasted
well until heavy seas came in on October
16th and 17th, but by this time it had
served its purpose. Two pile piers were
at this time under construction for land-
ing the heavy howitzers, etc.

Flat-bottomed sampans were mostly
used for landing, each carrying fifteen to
twenty men or six horses, the latter being
made to walk ashore when the sampans
grounded. Large iron lighters were
used for landing the gun carriages, gun
stores and railway material, lighters
being beached at high-water and emptied
at low. These same lighters carried the
heavy guns, and howitzers, to the big pile
piers, and a special vessel fitted with a
powerful crane lifted them from the
transports into the lighters, whilst a
wooden gantry erected at the end of one of the pile piers was
the means of landing them, side tracks
from the railway being laid up to the
pier head. A vast number of Chinese
were employed on all kinds of work,
carrying stores and laying the railway,
and appeared to take to the work with
alacrity, as they did in all the operations
on which they were engaged on inland.

AN INSPIRING SCENE.

The Japanese themselves did the water
work and the actual landing. The beach
generally presented a most inspiring
scene, British and Japanese flags crossed
before the Commandant's office, wireless
station erected, long trains of ammunition
and stores moving off in one long con-
tinuous line, with an occasional howitzer
battery interposed; railroad being pushed
rapidly along, care being taken as much
as possible to avoid crops; whilst the work
of pile driving and pier building goes on
incessantly, with continual landing of
men, horses and all kinds of material.

TOTAL NUMBER OF GUNS LANDED.
The total number of guns believed to
have been landed is made up as follows:—
Fifty-eight siege guns, including six
28cm. (the same as used at Port Arthur,
and nicknamed "Bottles" on account of
their similarity), and six 10-in. guns, re-
maining heavy howitzers. Thirty-six field
guns, and fourteen mountain guns. In
addition four 4.7-in. and four 8-in. guns,
which are to be worked by a Naval
Brigade of 500 men. At this time the
Japanese believed that these guns would
be in position and ready to open fire about
the end of October.

After the landing of the troops had been
effectuated, all ships continued to carry out
the system of patrols laid down by the C.
in C. During the whole of the operation
night sweeping was continually carried
out, and at about this period especially in
and around Laoshan Harbour.

It was desired to clear an approach to
this harbour as soon as possible, to enable
an attack in force to be made on it from
the sea, as, once secured, it would form
a very convenient sea-plane base, whilst
an advanced base for forwarding supplies

to the Army it presented many advan-
tages on account of its comparative proxi-
mity to the firing line, compared with
Laoshan Bay. Moreover, it is also served
with an excellent metal road.

DAILY RECONNAISSANCES BY SEAPLANES.
Daily reconnaissance, weather permit-
ting, were made by the Japanese seaplanes.
Working from the seaplane
mother ship, they continued to bring valu-
able information throughout the siege.
The mother ship was fitted with a couple
of derricks for hoisting them in and out.
During these reconnaissances they were
continually fired at by the German guns,
mostly with shrapnel, but were never hit.
The Japanese airmen usually carried
bombs for dropping on the enemy's posi-
tions. By September 27th the area swept
was sufficient to warrant an attack being
made on Laoshan Harbour from the sea,
and accordingly all battleships and cer-
tain cruisers were ordered to return to
Laoshan Bay. When assembled a con-
ference was held on board the flagship,
and instructions given for the attack
ordered for the next day, the general idea
being that the 2nd Division (*Suwa*,
Tuam, *Tango*, *Triumph*) should attack
Ilits Fort and adjoining works, whilst the
Tokuro, *Yakuro*, and destroyers would
cover the landing of a Naval Force at
Laoshan Harbour. These operations
were timed to synchronize with the ad-
vance of the army, to the line of hills,
which Prince Heinrich is the left wing of
the army, whilst the right was to rest on
the shore of Kinchen Bay, and the bom-
bardment of the 2nd Division was intend-
ed to cover to some extent this advance.

BOMBARDING THE FORTS.

On September 28th both divisions pro-
ceeded to carry out their respective
attacks. As the Battleship Squadron
passed Laoshan Harbour it could be seen
that the landing had been effected with but
little opposition. At 8.45 a.m. the *Suwa*
led the division up to the predetermined
bombardment position, ships five cables
apart, speed twelve knots, and opened
fire at 14,000 yards, each ship opening fire
in succession—reaching that range.
Owing to the haze and mist both gunlaying
and observation of fire were difficult. The
Chitose had been previously posted off
Taikungtao for the purpose of spotting,
but during this run did not prove of much
assistance. The German forts did not
reply and it is probable that they were not
ready. Whilst the squadron was steam-
ing away to take up a position for an-
other run, Ilits Fort was observed firing
at the troops advancing, and was thereby
accurately located by our force.

At 9.35 a.m. the second run was com-
menced; by this time the light had im-
proved considerably. Shortly after the
Suwa had opened fire on this run, Fort A
replied, straddling her with a salvo. Each
ship as she turned came under this fire,
which was maintained by the fort
throughout the run, and though in many
cases shots came close to the ships no hits
were received.

The result of the bombardment could
not be accurately determined owing to the
great range and the fact that many of the
works were hidden from the view of the
squadron, but the operation was success-
ful and covered the advance of the in-
fantry to the predetermined line, where
they entrenched to await the bringing up
of the siege guns.

It is not being then known for certain
what success attended the army advance,
the fleet received orders for a further
bombardment on the next day in the event
of it being required. This time, however,
it was intended to carry out a different
plan, a slow steady fire being maintained
from 7 a.m. till 5 p.m. by the battleships
working in pairs (*Okishima* and
Ushima being included to make six).

GERMAN LIES.

The Budapest correspondent to the
Morning Post gives the following:—The
papers to-day publish most astounding
German information with regard to the
British operations for lowering thou-
sands of blood-hounds against the German
lines. It seems that in order to explain
away the recent use of asphyxiating gases
and to win back Hungarian respect, which
seemed to be slipping away, they officially
circulated information in Hungary and
Austria to the following effect:—"We
received absolutely trustworthy informa-
tion some weeks ago that the English are
training two thousand most ferocious
blood-hounds, which they intend to send
against our lines before storming our
positions. The dogs are to be starved for
days before the attack and are trained on
dumplings, dressed in German
uniforms." Only two of the papers give
any credit to the story, the *Pester Lloyd*,
of course, and the *Pesti Napl*, which
naïvely comments upon the story from the
dog-fancier's point of view, pointing out
that the dogs, when they see their
comrades falling under the German
fire, will turn and fly, and give immense
trouble to their masters. "England will
be as unsuccessful with this inhuman
scheme," it says, "as she was with the
many others she invented, and which will
not be imitated by the cultured Germans."

BRITISH GALLANTRY.

British officers, treated at the British
hospital in Versailles, before leaving
again for the front, wanted to
pay homage to the French soldiers
and officers fighting on the same
battlefield, and wrote on the same
ribbon of a beautiful bunch of white roses
and red carnations, the following words:—
"The officers at the General Hospital of
the French army in Versailles, in acknowl-
edgment of admiration to their
French comrades." Then very simply,
they went and put their wreath at the
statue of Joan of Arc, in the Church of
St. Louis de Versailles. Every French-
man, adds *Le Temps*, which reports this
fact, will admire the gallantry of
these officers. They considered that in
order to manifest their admiration for
their French comrades, they could not
do better than put flowers before the image
of the young heroines, who is the sym-
bol of French patriotism and self-
sacrifice, and whose noble figure now looks
down upon the faces of the friends and
foes of yore.

PRINCE OF WALES' FUND.

(SUBSCRIPTION LIST NO. 38).

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N. J. STABB,
Hon. Treasurer.

Hongkong, 24th June, 1915.

CAN A BARONET RESIGN
HIS TITLE?

LEGAL ASPECT.

Sir Edgar Speyer's letter to the Prime
Minister asking him to accept his resignation
as a Privy Counsellor and to revoke his
baronetcy, notes a legal correspondence in the
Times, raises questions of interest to the
student of history and of law.
For example, it will be asked whether it is
possible for Sir Edgar Speyer to rid himself
of his hereditary title. In the strict legal
sense a peer cannot resign his dignity, and if
he be a peer of England or a peer of the
United Kingdom he cannot resign his lord-
ship of Parliament, although, of course, he is
under no obligation to take his seat. This
rule that a peer cannot resign his peerage
was definitely decided in 1875 in the *Purbeck
Peerage* case. The *Peerage* Robert Villiers
"lambly desired" that he might surrender
and resign unto his Majesty "the title and
honour of Viscount Purbeck and all other his
honours and titles as well in possession as in
remainder." The decision of the House of
Lords was conclusive of the question:—

"The lords spiritual at temporal in
Parliament assembled, upon very long debate,
are unanimously of opinion and do resolve
and adjudge, that no line now living, nor at
any time hereafter, to be levied to the King-
dom, may have such title of honour, or the right
of any person claiming such title under him
that levied, or shall levy such title."

The reasons are important. First, a
peerage is a personal dignity annexed to the
blood; and nothing but a deficiency or a
corruption of the blood can hinder the descent,
as if the ancestor be attainted of treason or
felony. Secondly, a dignity was neither
subject to a condition at the common law,
nor entailed by the Statute *De Donis
Conditionalibus* (the statute that created
entails), nor barable by the Statute of Fines.
Thirdly, "the title of viscount, etc., is not so
much a private interest as a public right, for
peers are born councillors of state, and are
part of a senatorial body, and therefore cannot
be repudiated without the consent of all
those who have interest in it." From this it
appears that so far as the peer himself is
concerned, he cannot divest himself of his
dignity, for he cannot convey it; whereas for
his heirs are concerned he cannot convey his
right save by corrupting his own, and by
consequence of this, blood, and this he can do
only by committing, and being convicted
of treason, corruption of blood no longer
following a conviction for felony; while so far as his fellow-peers are concerned,
even if otherwise empowered to divest him-
self, he could not do so without their consent.
The rule in the *Purbeck* case—if not the
reasons given for it—was applied by the
House of Lords in 1907 in the *Norfolk
peerage* case (23 *The Times* Law Reports,
114) to a surrender made to the
Committee of Privileges, deciding that such
surrender was void. In this case Lord
Lauriston said:—"A man cannot alien a title
of honour either by surrender to the Crown
or by grant to a subject. The reason is
that it is a personal dignity which descends
to his posterity and is fixed in the blood."

THE POSITION OF BARONETS.

Does the rule apply to baronets? The
answer depends upon whether a baronetcy is
or is not a "dignity." Baronets were first
created in 1611 by James I., and were given
to those who first contributed to the expenses
of the Plantation of Ulster. English law
holds firmly to precedent, and when prece-
dent fails it falls back on analogy, and be-
cause a baronetcy is hereditary there is then
little doubt that a baronet cannot resign his
title and its privileges in such a way as to
divest his heirs, save only by committing, and
being convicted of treason. If any form
of deprivation were possible, then probably
it cannot be put higher than the consent
of his colleagues would be necessary to
a valid exercise of such power.

The position as to the Privy Council appears
simpler. A Privy Counsellorship is certainly
not a "dignity," therefore no inference can
be drawn from the history and vicissitudes
of the peerage. Nor is it hereditary, therefore
if a Counsellor desired to resign he would be
under no obligation to consider nor would
any disabilities arise from the position of his
heirs. None the less it would seem that the
office cannot be vacated by the holder. The
Sovereign is entitled to take counsel of whom
he will, and though this question is not likely
to be raised—without doubt the subject if
called on to advise could not refuse to obey.
The outward signs of the King's favour in
this matter are the enrolment in the Book
of the Council and the taking of an oath.
The King can at any moment call for the
enrolment, and any name therein.
Indeed, some authorities say this is the only
prerogative left which the Sovereign can
exercise without the advice of a responsible
Minister. But as the honour is conferred by
the King he alone can take it away. It
cannot be too carefully remembered that
the whole attitude of the common law
towards the subjects of this kingdom is that
it is the duty of every one to serve the State;
whatever the office, it is not for him to set
up his private wishes against the public
weal.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS

CALDBECK,

MACGREGOR & C.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

STAMPS OF WAR.

RUSSIA, Monaco, Tunis, Morocco,
Belgium, 20 different, for 4 SHILLINGS.
On orders I send wonderful choices of Stamps
with great discount. Newspaper for collectors of
66 pages in most gratis and post paid. Buy also
and exchange Stamps. Bela Sackala, Lucerne
(Switzerland—Europe). [673]

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

[697]

THE COURT WAS
CONVULSED!

In a case of assault and battery tried
before a magistrate not so long ago, a
stout, hearty-looking man was called to
give evidence. He positively beamed on
the court with the good nature of one
who never had the slightest quarrel with
his food.

"Now," said counsel, "you were in
the restaurant at the time the assault
took place. Tell the court just what you
heard."

"Who, me?" was the reply, "I didn't
hear anything. I was eating."
This unexpected reply convulsed the
court. Everyone pictured him splashing
about in the soup, and positively plough-
ing through his food. Of course this is
no hint to you to attack your meals like
a grampus. But, if you are one of the
thousands of victims of indigestion, you
must envy anyone who can give such
earnest attention to his dinner without
any error of unpleasant consequences.

After all, what is generally the secret
of want of relish for food? Simply a
disordered state of the stomach, liver,
and bowels. If these organs are out of
order, the wheels of life run uneasily
and with many a jolt. Food undigested,
or only partially digested, ferments, giv-
ing rise to flatulence, acidity, and heart-
burn, sometimes so distressing as to lead
to sleeplessness. If it is retained too long
in the bowels, the constipated condition,
besides its bodily discomforts, produces
poisons whose entry into the blood causes
headaches, weariness of mind and body
and fitfulness of temper.

Mrs. Annie Shaw, of Lower Caledon
St., Uitenhage, Cape, wrote on March
26th, 1914.

"A little over two years ago my health
became suddenly very bad; I could not
make out what was the matter with me.
I suffered from pains in my chest and
between the shoulder blades, especially
after my meals. I got very little rest
or sleep and felt quite unfit for my
household duties. I lost all inclination
for food, became extremely weak, and
dragged through my days wearily.

"I was advised by a lady friend to give
Mother Seigel's Syrup a trial. I bought
a bottle, though with little hope that it
would do me any good. But I felt im-
mediate relief from my trouble. I re-
gained my meals. I used in all five
bottles, when I was completely restored to
health, and have remained well up to the
present.

"I always keep Mother Seigel's Syrup
and Pills in the house, and on any slight
derangement of my system use them as
prescribed with invariably good results.

The entirely satisfactory ending to this
case could be multiplied by thousands of
others in every part of the world. Such
sudden collapse in health are frequently
due to indigestion's slow but steady sap-
ping of vitality. This drain on the system
is stopped when Mother Seigel's Syrup
restores efficiency to the stomach, liver,
and bowels, and helps them to get every
ounce of nourishment from the food taken.
Most important of all is the stamping out
of the first signs of the trouble. Copy
Mrs. Shaw and ward off threatened
attacks by the occasional use of this
famous remedy. [74]

THE WAR.

TRADING WITH THE ENEMY

TO BE PROHIBITED IN CHINA AND SIAM.

RUSSIANS ABANDON LEMBERG.

A MASTERLY RETIREMENT.

ENEMY TRAPPED ON THE DNIESTER.

BRITISH ARMY OF MUNITION MAKERS.

RECRUITING OFFICES BESIEGED WITH APPLICANTS.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

LEMBERG IN THE HANDS OF THE ENEMY.

RUSSIAN RETREAT EFFECTED WITHOUT A HITCH.

PETROGRAD, June 24th.

A communiqué says:—The Russians abandoned Lemberg on Tuesday, and continued to retreat on a new front. The enemy offensive in the direction of Lemberg was arrested on the 21st June and on the following night, by stubborn fighting, a series of barren attacks costing the enemy dearly, but as he succeeded in advancing in the region of the town of Zolkiew, evacuation was decided upon. The Russian cavalry again moved, sabring three Companies west of Rawa Russka.

The battle continues on the Dniester, where the Russians took 1,000 prisoners in a bayonet fight.

NEW RUSSIAN DISPOSITIONS DECIDED UPON WEEKS AGO.

PETROGRAD, June 24th.

Now that the Russians are firmly established on the Tanew with their rear-guard at the Grodsk Lakes, and have accomplished their task of delaying the enemy's advance on Lemberg for two days, while it is increasingly evident that the Russians have the upper hand on the Dniester, there is no objection to saying that the new Russian dispositions were decided upon weeks ago.

The Russian retreat was effected without a hitch on Saturday night, and the enemy's object, to force a decisive battle, has been foiled. The enemy probably counted on Russian sentimental reluctance to abandon the conquered territory, but the General Staff for days past have taken the public discreetly into their confidence, and the soundness of the redistribution of the Russian forces is appreciated.

ENEMY'S VAST STRENGTH.

It is estimated that there are over 2,000,000 Austrians and Germans on a hundred-mile front from the Lower Tanew to Nikolajew, whence there are 450,000 along the Dniester front. There are altogether 4,000,000 of the enemy troops between the Baltic and Bukovina.

The Lemberg defence, upon which the Russians had fallen back, are five or six miles to the west of the city. They are of recent construction, and are in nowise impregnable, while their value is lessened by the densely-inhabited zone at the rear.

AUSTRIANS TRAPPED ON THE DNIESTER.

A SMASHING BLOW.

PETROGRAD, June 24th.

The Russian success below Nijnioff was the result of a carefully designed plan. Here the Dniester winds in a series of gigantic bends. The Austrians were allowed to cross at several places, but they were unable to deploy quickly in the confined areas. The Russians, astride of the northern outlets of the bends, withheld their smashing blow for nearly a week, during which the enemy's numbers were constantly increasing. Then suddenly they attacked along the whole line, and caught the Austrians before reaching the village of Snovidoff, which was the main Austrian stronghold. The Russians had to storm entanglements and then the trenches, their attacks lasting all Sunday night. Thereafter there was a series of deadly house-to-house encounters.

PRISONERS WHO FOUGHT IN THE WEST.

Prisoners brought from Rawa Russka include Germans who had fought on the Western front a fortnight ago.

[THROUGH REUTER'S AGENCY.]

GERMAN FORCES CROSS DNIESTER.

RUSSIANS SEVERELY PUNISH THEM.

PETROGRAD, June 24th.

A communiqué says:—In the directions of Zolkiew and Lemberg the enemy on Tuesday evening and all day on Wednesday sought with extraordinary persistence to advance along the Lemberg-Berejany railway, but our vigorous counter-attack baffled his attempts.

A desperate battle is proceeding along the front Jurawno-Demeszkowicz, and is developing in our favour. Great German forces crossed to the left of the Dniester on Wednesday morning in the Rozary district. They suffered enormous losses, and were driven back to the river. They were forced to act on the defensive under the most difficult conditions, partly crowded on islands in the river and partly clinging to the left bank.

Austrians crossed the left bank near Martynovo and Roudnyany, but an impetuous Russian counter-attack flung them back to the river. We had taken 1,740 prisoners up till 10 o'clock on Wednesday morning. The Austrians were desperately resisting in houses close to the river. Our heavy and light artillery was most effective here in these actions. The Russians on Tuesday took the offensive on the Dniester, to the south-east of Nijnioff, and approached the strongly-fortified mount Bezmyaniya. After digging themselves in, the Russians at dawn on Wednesday furiously stormed the position. The enemy did not wait for the bayonet, but fled in disorder to the second line. The Russians, close on their heels, entered the works and bayoneted almost the whole of the garrison, and captured prisoners 212 which remained.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRENCH PROGRESS IN LORRAINE.

PARIS, June 24th.

To-day's communiqué says:—There have been only a few infantry actions north of Arras to-day, and some mine-exploding and cannonading in Champagne.

A German attack on the heights of the Meuse was repulsed, while the French captured two works in Lorraine.

IMPETUOUS BRITISH INFANTRY.

EXTREMELY DESPERATE FIGHTING AT HOOGE.

LONDON, June 24th.

Reuter's correspondent at the Headquarters of the British Army says that the infantry fighting at Hooze was desperate in the extreme. Such was the impetuosity of the British that the enemy trenches were carried in a few minutes. None of the enemy's devices could check the khaki figures dashing forward in the grey light of the dawn. Numbers of Germans bolted, and thus escaped. The remainder were bayoneted or captured. The demoralisation of the prisoners, composed mostly of Wurtembergers and Badenians, was complete. They dropped their rifles and prayed for mercy, evidently expecting to be shot on the spot.

The British artillery preparation was almost perfect. Shells of all calibres were poured on to the entanglements, so that the men were not troubled by wire. The shells tore breaches through the trenches, and the British rushed through like an avalanche. First went the Royal Fusiliers, throwing bombs, but at their very heels in this glorious charge by the infantry prominent were the Liverpool Scottish. Traversing a zone played over by German shells they took the German second line. None faltered, and when the British fighting finished at dusk the British had established an immense superiority over the enemy.

The German counter-attacks were very half-hearted. The enemy made the usual signal of failure by a cannonade with gas shells.

[THROUGH REUTER'S AGENCY.]

FRIGHTFULNESS AT ARRAS.

ANGRY GERMANS SHELL AN AMBULANCE.

PARIS, June 24th.

To-day's communiqué says:—Cannonade has been ceaseless northward of Souchez. The Germans have re-bombarded Arras.

The communiqué affirms that an ambulance of the Holy Sacrament suffered especially, and that nuns and nurses were killed.

The Germans were quite unable to take the conquered ground in Lorraine. The French, in the recent fighting along the Focht, captured 25 officers, 63 non-commissioned officers, and 638 men.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

THE FIGHTING IN GALLIOLI.

AN IMPORTANT GAIN.

PARIS, June 24th.

The official French account of the fighting in Gallipoli described in the report issued by the (British) Press Bureau yesterday says there was a brilliant bayonet charge by a battalion of the Foreign Legion. A battalion of Zouaves at six o'clock in the evening gained the day on the French right. They stormed the position for ten minutes.

The communiqué adds significantly:—Notwithstanding the desperation of the fighting, we took prisoners, including officers. The important point about the success is that we captured the ground commanding the head of the Kerovesero ravine, which the Turks had defended desperately for months.

TREATMENT OF WOUNDED AT THE DARDANELLES.

LONDON, June 24th.

In the House of Commons, in reply to questions, Mr. H. J. Tennant (Under-Secretary of War), said that arrangements for the removal of large numbers of wounded in the early battles at the Dardanelles were deficient, but they must remember that the whole coast was under shellfire, and there was a shortage of ships and hospitals. To-day the arrangements included the provision of two hospital ships for the Indian troops, and twelve for the British, which would be employed to evacuate cases direct to Egypt, Malta, and Great Britain. Ample hospital accommodation was available, likewise medical personnel, including consultants. A convalescent hospital has now been organised locally. The matter is constantly engaging the attention of the War Office.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE WAR ON TRAWLERS.

LONDON, June 24th.

Seven trawlers were torpedoed in the North Sea on Wednesday evening. A steamer picked up the crews of two of the vessels.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN GENERAL ATTACK RESUMED.

LONDON, June 25th.

A telegram from Udine says that after heavy storms the general attack by the Italians has been resumed with greater violence. They find stronger and better organised resistance on the part of the Austrians, whose numerous defences were prepared years before the outbreak of war. They include many lines of entrenchments, tunnels, galleries, caves concealing artillery, excavated rocks and false trenches, meant to deceive the enemy, also ditches and traps innumerable, forming a complete labyrinth.

During the fighting on the spurs of Montecroce a shot from an Italian big gun fell on a rock trench at Montecroce and the debris swept half a company of Austrians over the precipice.

Many Austrian regiments have been sent back to Galicia as the Slavs and Czechs refused to fight the Italians. One battery was discovered carefully firing into the air.

INTENSE FIGHTING ON ITALIAN FRONT.

ROME, June 24th.

Fighting has been much more intense along the whole front, heavy guns, and those of medium calibre, playing a great part. The enemy tried night-attacks at many points, but failed to recapture the ground won by the Italians yesterday. The Austrians were particularly persistent in their counter-attacks at Frekofel, but were defeated by artillery and bomb-throwing. They left hundreds of dead on the field.

The communiqué adds:—The Austrians are now endeavouring to instal heavy guns along the Upper Isonzo.

AFRICA.

[THROUGH REUTER'S AGENCY.]

BELGIAN SUCCESS IN GERMAN EAST AFRICA.

HAVER, June 25th.

It is officially reported that a Belgian column has captured Kumsseine, an important station on the north-eastern shore of Lake Kiwa, in German East Africa, and destroyed the fortifications.

GENERAL.

[THROUGH REUTER'S AGENCY.]

TRADING WITH THE ENEMY IN CHINA AND SIAM.

BRITISH GOVERNMENT DECIDES TO TERMINATE IT.

LONDON, June 24th.

The Daily Telegraph says that the Government has decided to terminate trading with the enemy in China and Siam.

It is understood that a month of grace will be allowed. Mr. Anderson, President of the China Association, recently again approached the Board of Trade with arguments for a complete stoppage of this trade.

LONDON, June 25th.

In the House of Commons, Lord Robert Cecil announced that the Government had decided to prohibit trading with the enemy in China from a date to be announced later by Proclamation.

ARMY OF MUNITION-MAKERS.

RECRUITING THROUGHOUT BRITAIN.

LONDON, June 25th.

The campaign to recruit skilled workmen for the manufacture of munitions of war opened on Thursday evening, when every Town Hall in the country became a recruiting depot and every Labour Bureau official a Recruiting Sergeant for Mr. Lloyd George's new Army of Munition Makers.

The bureaux in the 27 London Boroughs were besieged with applicants. The Scottish section of the Amalgamated Society of Engineers anticipated the provisions of the Munitions Bill, after the visit of their delegates to the Front, by enrolling a so-called War Squad for shell production. Over 8,000 applications were received to the 22nd inst.

CHEMICAL ANALYSIS.

COMMISSIONS FOR SKILLED PERSONS.

LONDON, June 24th.

Mr. H. J. Tennant (Under-Secretary for War), in reply to Mr. E. Jardine, said that arrangements had been made to employ as officers and non-commissioned officers persons who were skilled in chemical analysis, etc., in duties in connection with poisonous gases, poisoned wells, new explosives, etc. Fellows of the Institute of Chemistry would be eligible for such commissions.

MONTENEGHINS AGAIN ACTIVE.

ON THE OUTSKIRTS OF SCUTARI.

ROME, June 24th.

The Montenegrin Army arrived on the outskirts of Scutari on the 22nd inst., after dispersing some hundreds of Albanians, who offered a weak resistance.

VALUABLE SEIZURES.

A Montenegrin tug seized two Austrian Lloyd ships and a coal-bunker large at San Giovanni Medina, and took them to Antivari as prizes of war.

LUXEMBURG'S FLIGHT.

THREATENED WITH COMPLETE LACK OF BREAD.

BRUXELLES, June 24th.

Luxemburg, threatened with a complete lack of bread, has appealed to Switzerland to help her. The latter has arranged to send forthrightly a supply of flour, the distribution of which will be under the supervision of a Swiss officer.

GERMANS AT LIBERTY IN INDIA.

ARE THEY SUFFICIENTLY CONTROLLED?

LONDON, June 24th.

In the House of Commons several members put questions with reference to the alleged inadequacy of the supervision of the Germans still at liberty in India, especially missionaries. Mr. Austen Chamberlain (Secretary of State for India) said: "The supervision in each case is what the Raj considers requisite. I am quite ready to trust the Raj, which has acted with great vigour in this matter. The control of aliens in India has been more strict than here."

WORK FOR GERMAN PRISONERS.

LONDON, June 24th.

The Government has decided to allow the German prisoners to assist in harvesting near the places of detention.

THE SITUATION IN RUSSIA.

NO SIGN OF WAR-WEARINESS.

AMSTERDAM, June 24th.

The Vorwarts (Berlin) endeavours to give a clear picture of the situation in Russia, and says that to-day in Russia there is no sign of war-weariness. The people are patriotically supporting the Government's policy, and the Government, in return, are not disinclined to offer concessions to the people.

SULTAN OPERATED UPON.

AMSTERDAM, June 24th.

A message from Constantinople says that the Sultan was successfully operated upon for stone in the bladder on the advice of a specialist summoned from Berlin.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN AND NEUTRAL COMMERCE.

LARGE COMPENSATION TO AMERICA.

LONDON, June 24th.

The British Government in a Memorandum details the steps taken to minimise inconvenience to neutral commerce, due to British restrictions on enemy trade. It enumerates special concessions made to America, and mentions that a total of £450,000 has been paid to American claimants, which exceeds the amounts realised by the sale of cargoes.

BRITAIN'S NATIONAL RESOURCES TO BE REGISTERED.

LONDON, June 24th.

In the House of Commons to-day it was announced that Mr. Long will next week introduce a Bill providing for a register of the national resources.

AN AEROPLANE FROM THE MALAY STATES.

GIFT OF A CHINESE BRITISH SUBJECT.

LONDON, June 25th.

The Army Council has accepted the offer of an aeroplane from Eu Tong Sen, an Unofficial Member of the Council of the Federated Malay States.

[HAYAS SERVICE.]

SPANISH CABINET RESIGNS.

MADRID, June 22nd.

The Cabinet has sent in its resignation owing to the loan failure.

[FROM THE MANILA "CARBUNNEWS."]

THE COMMAND OF THE U.S. PACIFIC SQUADRON.

WASHINGTON, June 18th.

Rear-Admiral A. G. Winterhalter, who is to succeed Admiral Walter O. Cowles in command of the Far Eastern squadron of the United States Navy, will arrive on the Pacific Mail liner Mongolia, which sailed from San Francisco on June 12th.

[OVERSEAS SERVICE.]

GERMAN PRISONERS CULTIVATE SWAMPS.

SHANGHAI, June 19th.

Since the French Government has refused to mitigate the harsh treatment of German civil and military prisoners in tropical Africa, the German Government has decided to retaliate. This retaliation will take the form of compelling the French war prisoners to cultivate swamps, though nothing will be neglected which is necessary for their well-being and health.

(Other telegrams will be found on page 6.)

AT THE SUMMARY COURT.

ADVENTURES OF A WIT.

The Crown sued Ngai Po-law for the sum of \$12.00, for rates. The solicitor for the defence stated that the defendant was in Penang, and that the writ had been served in an empty house.

The Crown Solicitor—it seems to have found its way into the hands of a solicitor. (Laughter.) The defendant is served with a writ with the utmost regularity every quarter. The case was adjourned.

RELATED PARTICULARS.

In another case, Mr. R. C. Faithfull complained that a fortnight ago his lordship ordered his friend (Mr. Mason) to furnish "particulars" and he had taken 15 of the 16 days. He had not had time to go through them, and he could not go on with the case unless the counter-claims were struck out. (Laughter.) He asked for his costs.

Mr. Mason said he thought his friend would withdraw his claim when he had read through the particulars. The case was put over to the 9th July.

LANDLORD v. TENANT.

In the case in which H. Mace, 98d, Wanchai Road, sued A. O. Bower, storehouseman, "B" Block, Married Quarters, Queen's Road East, for \$83.41 for rental and lighting of one half of 68d, Wanchai Road, Mr. Justice Hazelard decided in favour of the defendant (represented by Mr. Gardiner) on the point submitted by the latter that the writ was premature, so far as concerned the last item \$35.00, damages for vacating the premises without notice.

Mr. P. S. Dixon (for the plaintiff) said he would go on with the case. Judgment was given for plaintiff in respect to the sum of \$38.41 paid into Court. The hearing of evidence in regard to the last item will take place on Friday at 11.30.

THE ROLL OF HONOUR.

The name of Captain H. K. Hughes, of the 1st Yorkshire Light Infantry, appears among the list of killed in Belgium and France published in the weekly edition of The Times dated May 21st. Captain Hughes was in Hongkong with his regiment, and made many friends in the Colony.

In the list of casualties of wounded issued under date May 11th is Lieutenant Eric C. Guinness of the Royal Irish Regiment. He is the son of Mr. Cecil Guinness, a well-known member of the staff and branch manager in the East of the Hongkong and Shanghai Banking Corporation.

Second-Lieutenant L. de Berniere Smith, 1st Battalion Rifle Brigade, and of Charterhouse and Magdalen College, Oxford, was seriously wounded near Ypres on May 3rd. He is now in hospital at Boulogne, where it is hoped he will make a speedy recovery. Mr. Smith is a son of Mr. de Berniere Smith, the London manager of the China and Japan Trading Co.

Second-Lieut. L. C. H. Squire (of the Staff of Messrs. Dowell & Co., Ltd.) joined the 7th London Regiment (T.F.) on August 5th as a private, being 22 years of age that day. His promotion to lance-corporal came soon after joining his regiment, and on being proposed for a commission by his colonel he was accepted and gazetted while at the front. He died of wounds received during a recent prolonged battle.

Lieut. Kenneth Lambert, 1st K.O.Y.L.I., was killed in action on May 10. He was the second son of Mr. Frank Lambert, of Langholm, Beverley, and Hull. He was 28 years of age and had been with his regiment in Hongkong and also in Singapore. He did special work at Hankow, when he was stationed there with a detachment during the Chinese revolution. He returned to England in January last.

Mr. Alexander Glea Swire was killed in action near Ypres, on May 13th, aged 18. Second-Lieut. Swire was in the Essex Yeomanry, and was the second son of Mr. and Mrs. John Swire, Hillingdon, Harlow, Essex. Mr. John Swire is senior partner of Messrs. John Swire and Son, Second-Lieut. Swire left Eton at the end of July last, and obtained a commission in the Essex Yeomanry soon after the outbreak of the war.

A casualty list, described as an "additional list from Egypt," issued at Sidi on the 5th inst., gives as killed Major A. G. Cowan, 74 Punjab. Major Cowan (or Captain Cowan as he was then) was with his regiment in Hongkong last year. He was married and had two children. Mrs. Cowan was with her husband in Hongkong and there are many friends in the Colony who will deeply sympathise with her in her bereavement.

Captain George Mount Dundas Mount, 1st Batt. London Regt. Royal Fusiliers (T.F.), was killed in action on May 9th. Capt. Mount was for many years with Messrs. Sandilands, Buttery & Co., Penang, and whilst there was an active member of the Penang Volunteers. At the time of King Edward's Coronation Mr. Mount went home from the Straits Settlements with the volunteer contingent, on which occasion he was the recipient of the King's medal. On his retirement from the East and settlement at home he joined the Territorials, and had always taken great interest in the movement. Soon after the war broke out the battalion was sent to Malta and transferred in February to Flanders. He was much interested in rubber companies, and was on the directorate of some 10 planting companies. Two years ago he was called to the Bar at the Middle Temple. Capt. Mount leaves a widow.

Captain Thos. L. Shelford, who was in command of the Goliath when she was sunk in the Dardanelles on 12th inst., was well known on the China Station. Capt. Shelford entered the Royal Navy in January, 1893, and was a sub-lieutenant in the Butter, China, November, 1890, and navigator of the Peacock, on the China Station, in February, 1892, to April 1893, being promoted to Lieutenant in April, 1892. From October, 1893, to December, 1893, he was navigator of the Albatross, the yacht of the Commander-in-Chief of the China Station, and after that of the Royal Sovereign, in the Mediterranean, April, 1893, to August, 1893. He was navigator of the Goliath, September, 1893, and of the Goliath (flagship of Sir Cyprian Bridge and of Sir Gerard Noel) on the China Station, January, 1903, to October, 1905, and was advanced to commander in 1903, and to captain in 1908. After other posts he was appointed to the battleship Goliath in May, 1913, and for charge of a group of Third Fleet ships. Captain Shelford, who was 45 years of age, was the second son of the late Hon. Thomas Shelford, C.M.G., of Singapore and partner in Messrs. Paterson and Simons. His brother, Mr. W. H. Shelford, also sat on the Legislative Council in Singapore, and is at present a director of Messrs. Paterson, Simons & Co., Ltd. The late Captain Shelford was born in Singapore.

A fire at Palan-Sairon, Singapore, on the 17th inst., destroyed two godowns containing coffee, corra, rice, rattan, flour, etc., belonging to Chinese merchants. The premises were occupied by Chinese and were heavily insured. The contents also were insured for a large amount. The cause is said to be spontaneous combustion of the corra, which would account for the rapidity with which the fire spread such a crisis. It is difficult to give any estimate of damage, but taking into account buildings and contents, \$200,000 was suggested as a likely figure.

SHIPPING

ARRIVALS.

BOMBAY MARU, Japanese str., 3,398, G. Ota, 25th June—Singapore 18th June, General—Nippon Yusen Kaisha.

YOKOHAMA MARU, Japanese str., 1,980, F. A. Mitchell, 25th June—Calcutta 19th June, General—Jardine, Matheson & Co.

HAIPHONG MARU, Japanese str., 1,411, A. H. Stewart, 25th June—Swatow 24th June, General—Order.

HONGKONG MARU, Japanese str., 1,220, Shiro, 24th June—Tientsin 18th June, General—Butterfield & Swire.

KWANGSUNG, Chinese str., from Canton, 24th June—Singapore 18th June, General—Dodwell & Co.

MYOTSEN MARU, Japanese str., 1,740, K. Murakami, 24th June—Wakamatsu 18th June, Coal—Mitsui Bussan Kaisha.

SANUKI MARU, Japanese str., 1,732, B. Tsuda, 25th June—Kobe 17th June, General—Nippon Yusen Kaisha.

TAMING, British str., 1,350, G. H. Pearce, 25th June—Manila 22nd June, General—Butterfield & Swire.

TUPANAS, Dutch str., 2,441, A. de Lange, 24th June—Amoy 23rd June, General—Java-China-Japan Lijn.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
June 26th.

BOMBAY MARU, Jap. str., for Shanghai.

MONTEIRO, British str., for Yokohama.

SANUKI MARU, Jap. str., for Singapore.

DEPARTURES.

CHINGCHOW, Brit. str., for Port Paravall.

HONGKONG, French str., for Haiphong.

HONGKONG, British str., for Canton.

LIAN, British str., for Amoy.

NETHERBY HALL, Brit. str., for Liverpool.

TAIYO MARU, Japanese str., for Canton.

TUPANAS, Dutch str., for Shanghai.

YOKOHAMA MARU, Japanese str., for Bangkok.

SHIPPING REPORT.

The British str. *Haimun* reports: Light breeze, clear and cloudy, light sea S.W.

PASSENGERS.

Per *Funking*, from Calcutta, etc., for Hongkong, Mr. and Mrs. Lavel and Mr. Scherbolis.

Per *Taming*, from Manila for Hongkong, Mr. and Mrs. S. W. Cousins, Mr. E. E. Young, Mr. H. P. Lawson, Mrs. S. E. Young and child, and Mr. E. J. Pender.

SHIPPING IN PORT.

ANYO MARU, Japanese str., 1,293, K. Yamamoto, 19th June—Wakamatsu 12th June, Coal—Order.

CHANGSHA, British str., 1,469, F. C. Campbell, 16th June—Melbourne 14th June, General—Butterfield & Swire.

CHAOCHOW, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.

CHINGCHOW, British str., 1,195, Jas. Doyle, 23rd June—Port Paravall 20th June, Lime Stone—Shewan, Tomes & Co.

DAITEN MARU, Japanese str., 740, K. Murakami, 23rd June—Swatow 23rd June, General—Osaka Shosen Kaisha.

CEMENT, British str., 1,396, F. Jones, 24th June—Bangkok 17th June, Rice—Order.

HAITANG, British str., 1,269, A. Hodgins, 23rd June—Saigon 16th June, Rice—Douglas Lapraik & Co.

HEIYO MARU, Japanese str., 2,208, T. Nakamura, 22nd June—Mikie 15th June, Coal—Mitsui Bussan Kaisha.

HINSANG, British str., 1,885, A. C. Kennedy, 21st June—Bandakan 15th June, Timber and General—Jardine, Matheson & Co.

ITSUKUSHIMA MARU, Japanese str., 2,000, Kawano, 23rd June—Mikie 17th June, Coal—Mitsui Bussan Kaisha.

IXION, British str., 1,020, G. L. Stout, 19th June—Vancouver 1st May, General—Butterfield & Swire.

KWANGTAI, Chinese str., Stewart, 12th June—Shanghai 9th June, General—Chinese.

KWANGSUNG, Chinese str., 1,468, J. McArthur, 10th June—Shanghai 10th June, General—Chinese.

KWONGSANG, British str., 1,428, W. F. Richard, 15th June—Shanghai 9th June, General—Jardine, Matheson & Co.

LONDON, British str., 2,053, B. L. Coates, 8th June—Daly 1st June, Bean Oil—Dodwell & Co.

LUCHOW, British str., 1,217, D. Davies, 24th June—Shanghai 20th June, General—Butterfield & Swire.

NE VIAN PRINCE, British str., 1,953, I. Macdonald, 19th June—Singapore 10th June, Bulk Oil—Asiatic Petroleum Co.

MONTEIRO, British str., 1,333, J. Fotheringham, 17th June—Bangkok 9th June, Rice—Order.

NIOHREN MARU, Japanese str., 1,400, S. Suzuki, 22nd June—Bangkok 14th June, Rice and General—Order.

PANAMA, Dutch str., 3,300, A. K. Soye, 14th June—Port Arthur, Keromani, N. Thompson & Co.

SALAMIS, British str., 4,669, D. A. Gar, 14th June—South Africa 6th June, General—Bank Line, Ltd.

SATANA, British str., 3,354, W. J. Davis, 14th June—Saigon 25th June, Kerosene Oil—Standard Oil Co.

SHINON, British str., 1,103, Sangster, 23rd June—Saigon 10th June, Rice—Order.

TAIYO MARU, Japanese str., T. Tamoto, 23rd June—Daly 17th June, Coal and General—Mitsui Bussan Kaisha.

TAMBA MARU, Japanese str., 3,803, P. Nagase, 20th June—Shanghai 17th June, General—Nippon Yusen Kaisha.

TROICIA, Dutch str., 1,050, F. J. Vygeboom, 10th June—Singapore 9th June, Bulk Oil—Asiatic Petroleum Co.

TSINGTAU MARU, Japanese str., 1,623, S. Yamada, 16th June—Chingwantan 9th June, Coal—Order.

TANAN MARU, Japanese str., 1,422, G. Nishikawa, 19th June—Hongkong 16th June, Coal—Order.

TENYO MARU, Japanese str., 12,393, S. Togo, 23rd June—San Francisco 22nd May, General—Toyo Kisen Kaisha.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPTS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA GREAT PORTS OF CALL	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S. N. Co.	On 17th July, at Noon.
LONDON VIA USUAL PORTS OF CALL	KARMA	Brit. str.	1	H. G. Evans, R.N.R.	P. & O. S. N. Co.	On 2nd July, at Noon.
MARSEILLES VIA PORTS	MORMOUTHSHIRE	Brit. str.	1	B. Kon	JARDINE, MATHESON & Co., Ltd.	End of June.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-day, at 1 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	KATON MARU	Brit. str.	1	T. Hamada	NIPPON YUSEN KAISHA	On 1st July, at Noon.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 26th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 29th inst., at 4 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	About 30th inst.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 15th July, at 5 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	About 5th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 6th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 20th July, at 1 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 29th inst., at Noon.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 1st July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 13th July, at 10.30 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 3rd Aug., at Noon.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 25th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 16th July, at 4 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 17th July, at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-morrow, at 8 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 5th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 16th July, at 10 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 22nd inst., at Noon.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 22nd July, at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-morrow, at Daylight.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 29th inst., at 4 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 30th inst., at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 30th inst., at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 31st July, at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	About 5th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	Quick despatch.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 7th July, at 10 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-morrow, at Noon.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-morrow, at 10 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 23rd inst., at 2.30 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 23rd July, at 2.30 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-day, at 3 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 29th inst., at 4 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 3rd July, at 3 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 6th July, at 7 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 4th July, at 7 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 6th July.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	To-day, at 3 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 30th inst.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 7th July, at 3 p.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 22nd July, at 10 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 30th inst., at 11 a.m.
MARSEILLES LONDON VIA SINGAPORE, E.C.	CHINA MARU	Brit. str.	1	Nagase	THE BANK LINE, LIMITED	On 28th inst., at 11 a.m.

VESSELS EXPECTED.

THE AUSTRALIAN MAILS.

The str. *Empire* left Sydney for this port via Queensland ports, Port Darwin, Timor, and Manila on 2nd inst., and may be expected to arrive here on or about 29th inst.

The str. *Eastern* left Sydney for this port via Queensland ports, Port Darwin, and Manila on 23rd inst., and may be expected to arrive here on or about 15th July.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Choyang, from Shanghai, is due in Hongkong 26th June.

Kwongsang, from Shanghai, is due in Hongkong 28th June.

Kumsang, from Calcutta, is due in Hongkong 2nd July.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 26th June.

Radnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasamha, from Vladivostok, is due in Hongkong end of July.

LATEST STEAMER MOVEMENT.

The C.P.R. str. *Montezuma* left Kobe on Thursday, 24th June, at 6 p.m., and was due to arrive at Moji yesterday, at 1 p.m.

VESSELS ON THE BERTH

S.S. "SAIKAI MARU"

The above steamer will be despatched for SAN FRANCISCO direct on or about the 1st July, 1915.

For Freight and particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 18th June, 1915. [67]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, GULF, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"KARMA,"

Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this port on FRIDAY, the 2nd July, 1915, at 10 a.m., taking passengers and cargo for the above ports, in connection with the C.P.R. str. "MEDINA," from Calcutta, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other cargo for London, etc., will be conveyed in the str. "KARMA," due in London on the 15th August, 1915.

Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. A. HEWITT, Superintendent.

Hongkong, 24th June, 1915. [1]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL S.S. "SAINT RONALD," on or about 5th July.

FOR NEW YORK VIA SUEZ CANAL S.S. "EGREMONT CASTLE," on or about 13th July.

For Freight and further particulars apply to DODWELL & Co., Ltd., Agents.

Hongkong, 17th July, 1915. 1336

AMERICAN AND MANCHURIAN LINE

FOR NEW YORK VIA PANAMA.

THE Steamship

"WALTON HALL," 4,932 tons, will be despatched as above on TUESDAY, 6th July.

For Freight and further particulars apply to THE BANK LINE, LTD., General Agents.

Hongkong, 8th June, 1915. [647]

NOTICES TO CONSIGNEES

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "MONTROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to risk.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 24th June, 1915. [696]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SINGAPORE AND PENANG..... "HONGKONG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Sunday, 27th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Monday, 28th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Tuesday, 29th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Wednesday, 30th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Thursday, 1st July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Friday, 2nd July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Saturday, 3rd July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Sunday, 4th July, 3 p.m.

RETURN TO SINGAPORE AND PENANG..... "HONGKONG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Sunday, 27th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Monday, 28th June, Daylight.

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RETURN TO SINGAPORE AND PENANG..... "HONGKONG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Saturday, 26th June, 3 p.m.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Sunday, 27th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Monday, 28th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Tuesday, 29th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Wednesday, 30th June, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Thursday, 1st July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Friday, 2nd July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Saturday, 3rd July, Daylight.

YOKOHAMA, KOBÉ and MOJÍ..... "YUNGSANG" Sunday, 4th July, 3 p.m.

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